DAILY COMMERCIAL.

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OFFICE, 24 FIFTH AVENUE

C. D. BRIGHAM, - - - - - Editor.

R. M. THOMPSON, Business Manager.

TERMS OF THE DAILY:

LOCAL NOTICES.

Canary Exchange

France Grant Clubs.

Kennard Coming School.

Fall Not to Witness

The Soap Fiend.

The Greatest of Spring Medicines!

Burton's Infallible Sciatica Liniment.

The Four Legged Child.

The Four Jackson

The Four Legged Child

A Sea and Beautiful

The Confederate Triumph

Gunsmoke at Gaffney

The Daily Commercial.

The Republican orators in the State are making a desperate effort to-day to counteract the evening. The fact that an attack on the character and truthfulness of Gen. Grant is the occasion and foundation of the assault, will not be to their

Factory-Girl Congressional Heroine.

In the three counties composing the Twenty-first District, Hon. John Williams is the Democratic and Labor candidate for Congress, and Hon. Judge Kelley is the Republican candidate of all. The same combination in the same district in 1866, for congress, 10,000 majority, and Gen. Cassidy, the Democratic candidate for Governor, 12,000 majority. In the Commissioner, 10 Democratic majority, Auditor-Commissioner, 60 Democratic majority, Prothonotary, 60 Democratic majority, Register, 60 Democratic majority, Recorder, 60 Democratic majority, City Solicitor, 60 Democratic majority, District Attorney, 60 Democratic majority, Select Judge, 3 Republican majority, Associate Judge 3 Republican majority. Average majority Republican majority, 3.

Pennsylvania Delegation in Forty-first Congress.

The following gentlemen have been elected to the Forty-first Congress from Pennsylvania:

[illegible]

Philadelphia Officials.

The following is the result of Sunday's election in Philadelphia: Judge (Sharp), for Democratic majority, 6,000; for Democratic majority, 7,000; for Democratic majority, 6,000; for Democratic majority, 6,000; for Democratic majority, 6

The Daily Commercial.

[illegible]

The total vote for Auditor General in Philadelphia on Tuesday was 121,431—an increase of nineteen thousand seven hundred and seventy-nine over the vote of the city for Supreme Judge in 1867. The vote on the city in 1866 was 100,652, and in 1865, 79,598. The largest vote ever polled in New York city was in 1860, when 124,169 votes were cast for Governor.

We have looked into the columns of the Herald in vain for the satisfactory fact of turning the October elections into a Democratic victory. The Herald knows of that former period the loss of Vermont and Maine into positive gains for the Democracy, but he confesses that the October elections have presented a task to which his great powers are unequal. The circle is yet to be squared.

Governor Seymour's majority is 4,358, the largest ever given by the Republicans of the district. Two years ago, when the vote was considerably less, General Woodward's majority was 2,035. The result of the canvass is in the highest degree flattering to General Seymour, more especially in view of the combinations entered into by the Democrats and the so-called Labor Reform party, and the confidence with which its friends entered the field. The alliance gave the Democrats in the county of Allegheny just 67 votes, so that we know now how strong the Labor Reform Party is here. The running question or a combinate could not be better established than on those of General Seymour.

The result of the election in Allegheny county must be most gratifying to the members of the County Executive Committee, and especially to the Chairman, Colonel Horatio Ermery, the Secretary, Colonel John H. Hammond, and the other active members of the several sub-committees, who contributed so much of their time and labor to conducting the campaign. The canvass was the most thorough ever conducted in the county, and, while it is true that the people were aroused from a prevailing state of duty and danger somewhat by the thoroughness of the management of the campaign in this county, contributed in a large degree to roll our majority, and the working members of the County Committee, together with those who labored so earnestly and incessantly upon the stump, are entitled to the thanks of the party throughout the entire State. In a contest where all did so well, it were perhaps invidious to make distinctions, but Republicans generally, we think, will concede the need of praise we have lavished justly bestowed.

A DAY'S CORRESPONDENCE.

The Democratic journals have just taken to the continuous adulation of the anomalous interests of the North. While the leading organ admits that the party is dying, the smaller fry declare the party is not dead. The *Post* declares the Democracy are "not dead, nor sleeping, nor flattened, nor disconcerted." In the broadest burst confidence, the editor shows one ominous fact, viz., that "the Democracy of Allegheny, whose ranks are solid, and whose brave spirits are undaunted, who are willing to make a fight or to count the majority to wonder how he managed to stand upright the others is invariably frightened by the assertion, in a quivering voice, 'I—I'm not elected!'"

Of course the Democracy are not the happy men; it is a little strange that the editor of the *Post* should commence the race with paragraph with the following remarkable statement: "We have a powerful party to contend with in the leading republican states. We have a powerful party to contend with in the leading republican states. *We have a powerful party to contend with in fairing the leading influences of the money power arrayed against us, as we could more fitly have on the last day before.*" The genius encouragement conferred in the above sentence is only equalled by its logic. The *Post* has not the "blasting" influence of the Republican party, and instead of being destroyed or fleeing before its presence, is "united more than ever." Then it was before it experienced the "blasting" effect. Therefore the "blasting influence," instead of beating the *Post* into fragments, as one might naturally suppose, aroused upon it as a storm, hammer upon an open anvil of iron, and caused it to grow stronger and more united.

The *Post's* choice of terms is as unfortunate as its query, "Have is that wonderful combination for a million majority that was to sweep away the Democracy?" The *Post* should not be such evident injustice to the leading lights of the Democracy, which now unite in the assertion that Seymour's popularity alone, and not the principles of the Republican party, secured the majority that has had such a "blasting influence" on the Democracy. If we had any doubts as to the precise amount of damage inflicted upon the Democracy by the October "blast," the editorialists of the *Post* would enable us to determine the matter with tolerable accuracy. *By the by*, since the *Post* has been so confused by the October "blast," what will be the nature of the effect produced upon it by the "blasts" of November?

RECKLESS REVELATIONS.

Those who are unacquainted with the style of tactics adopted by the New York *World* when driven to desperation, will recognize in its special Baltimore correspondent a creature not unlike the Baltimore correspondence which formed the World's chief ammunition during the darkest days of the war. We use the term creature on the brief, and most appropriate word in this connection the World's accusation against the war compelled it to create a correspondence of a peculiar tone and color, and having selected its instrument, he was located in Baltimore and wrote under the signature of "Dorcas." Those who read his attacks, and observed how eagerly they were swallowed by the bulk of the Democratic journals, will not need to be reminded of the malign influence those letters exerted, although the gross misstatements, the unblushing falsehoods contained in them were refuted and disproved time after time.

The *Post* appears determined to play it over "Dorcas" with a change of name. The same style of attack, and the indignation of the party it represents at the suggestion that it was so unfortunate as to advance something inferior in the political programme, compelled it to resort to a different object, and to repeat the issue of its columns. In defiance of the good counsel unfavorably proffered by the Democratic press, and in defiance of the suggestion that it was unfortunate in advancing the Labor Reform platform, the *Post* has thrown down the gauntlet to Baltimore brick. There is at this present writing no Democratic paper in Baltimore to sustain the position assumed by the *Post* since it. We do not know whether the *Post* is the organ of the Democracy of Baltimore or not, but we know whether the *Post* is the organ or not, but we know whether the *Post* is the organ or not, but we know whether the *Post* is the organ

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WEEKLY REVIEW OF THE OIL TRADE.

OFFICE OF THE PETROLEUM EXCHANGE, }
Monday Evening, October 12, 1868. }

Petroleum Markets.

Oil Shipped East by A. V. R. R.

Oil Shipped East from Duquesne Depot.

Oil Shipped East from Duquesne Depot.

Freightage of Oil.

PETROLEUM MARKETS.

Produce and General Markets.

FLOUR.

GRAIN.

PROVISIONS AND GENERAL MARKETS.

Receipts of Produce at Cincinnati.

New York Dry Goods Market.

Cincinnati Market.

St. Louis Market.

Philadelphia Market.

Toledo Market.

Memphis Market.

New Orleans Market.

Baltimore Market.

Louisville Market.

Buffalo Market.

Toronto Barley Market.

Rochester Market.

Cleveland Market.

MARKETS BY TELEGRAPH.

CHICAGO MARKET.

New York Finance and Trade.

Gold Closed at [illegible]

New York Produce Market.

New York Money Market.

New York Stock Market.

RIVER TELEGRAMS.

RIVER NEWS.

IMPORTS BY RAIL.

Pittsburgh, Ft. Wayne & Chicago R. R.

Cleveland & Pittsburgh R. R.

Pittsburgh, Cincinnati & St. Louis R. R.

Allegheny Valley R. R.

Pennsylvania Central Railroad.

IMPORTS BY RIVER.

Pittsburgh, Brownsville and Geneva Packet Co.

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THE FINE PASSENGER

Steamer KENTON, W. H. KING, Commander, Wm. ATKINSON, Clerk, will leave as above.

For Freight or Passage apply on Board or to JOHN FLACK, Agent.

PARKERSBURG.

Pittsburgh and Parkersburg Packet.

LEAVES TUESDAY AND FRIDAY—12 M.

THE FINE SIDE-WHEEL

Steamer J. SWISHER, S. T. LOCK, Commander, will leave as advertised above.

For Freight or Passage apply on Board or to JAMES COLLINS, Agent.

For Wheeling, Marietta and Parkersburg.

EVERY MONDAY AND THURSDAY—12 M.

THE SIDEWHEEL PACKET

BAVARIA, T. S. SHEPHERD, Commander, will leave as advertised above.

For Freight or Passage apply on Board or to JAMES COLLINS, Agent.

For Parkersburg.

WEDNESDAY AND SATURDAY, AT 12 M.

THE SPLENDID PASSENGER

Steamer J. M. HOSTETTER, Capt. C. L. WILSON, will leave as advertised above.

For Freight or Passage apply on Board or to JAMES COLLINS, Agent.

MUSKINGUM RIVER PACKET LINE.

For Wheeling, Marietta and Zanesville.

Leaves Fulton's Ferry SUNDAY—12 M.

THE NEW AND SPLENDID

Steamer JULIA, J. S. CHILLINGWORTH, Agent.

Leaves Fulton's Ferry FRIDAY—4 P. M.

THE NEW AND SPLENDID

Steamer WM. PHILSON, will leave as advertised above.

For Freight or Passage apply on Board or to CHILLINGWORTH & HAMLETT, Agents.

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REGULAR LINE WEEKLY PACKET.

MONDAY, WEDNESDAY and FRIDAY, at 11 A. M.

THE STEAMER NEW STATE,

Capt. Wm. PHILSON, will leave as above.

For Freight or Passage apply on Board or to CHILLINGWORTH & HAMLETT, Agents.

CINCINNATI.

For Cincinnati.

REGULAR TUESDAY PACKET—12 M.

THE NEW AND SPLENDID

Steamer J. M. HOSTETTER, Capt. C. L. WILSON, will leave as above.

For Freight or Passage apply on Board or to JAMES COLLINS, Agent.

LOUISVILLE.

For Cincinnati and Louisville.

FIRST BOAT TO LEAVE.

THE SPLENDID STEAMER

Steamer [illegible], will leave as above.

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NASHVILLE.

For Evansville and Nashville.

WILL LEAVE SATURDAY—4 P. M.

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BRIA, Capt. Thomas Fish, will leave as above.

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ST. LOUIS.

For Cairo and St. Louis.

ON THE FIRST WATER.

THE FINE STEAMER LO-

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Sole Agents for the Celebrated Base Burning Oriental Stoves and Furnaces for Hard Coal or Coke. Send for Circular. Sold for Fifteen Dollars. Office, No. 60 Wood street. Warehouse, No. 57 Water street. FIRE NEVER NO REKINDLING. BURNS ALL WINTER. Do not buy until you see or send for Circular.

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RAILROAD CAR WHEELS AND AXLES;
STREET CAR WHEELS AND AXLES;
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B. B. CAMPBELL. J. W. PAUL.

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RAILROADS.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY AND CLEVELAND AND PITTSBURGH RAILROAD.

From SEPTEMBER 11, 1868, Trains will leave from and arrive at the Union Depot, North Side, Pittsburgh, City Time, as follows:

Leave.		Arrive.	
Chicago Exp	2.03 a m	Chicago Exp	2.08 a m
Cleveland Exp	2.03 a m	Cleveland Ex	2.08 a m
Erie & Yge Ex	7.18 a m	Chicago Ex	11.23 a m
Cl. & Whg Ex	6.18 a m	Wheeling Ex	11.08 a m
Chicago Mail	6.58 a m	St. Louis Ex	3.33 p m
Cl. & Whg Exp	2.13 p m	Cl. & Whg Ex	4.08 p m
Chicago Ex	4.23 p m	Erie & Yge Ex	6.13 p m
Whg & Erie Ex	4.48 p m	Chicago Ex	4.23 p m
Depart from Allegheny.		Cl. & Whg Ex	6.53 p m
N. Brit'n Acc	8.58 a m	Arrive in Allegheny.	
Leetsdale Acc	10.13 a m	N. Brighton Acc	7.03 a m
Leetsdale Acc	11.58 a m	N. Brighton Acc	8.28 a m
Rochester Acc	1.33 p m	N. Castle Acc	10.13 a m
Leetsdale Acc	3.13 p m	Wall's Acc	11.43 a m
Leetsdale Acc	4.13 p m	Leetsdale Acc	1.03 p m
N. Brit'n Acc	6.28 p m	N. Brighton Acc	2.43 p m
New Brit'n Ac	6.28 p m	Leetsdale Acc	4.28 p m
Leetsdale Acc	10.43 p m	Leetsdale Acc	7.28 p m
Sunday Church	9.30 a m	Sunday Church	9.30 a m

☞ 2.28 P. M. Chicago Express leaves daily.
☞ 11.23 A. M. Chicago Express arrives daily.

F. R. MYERS, General Ticket Agent.

PENNSYLVANIA CENTRAL RAILROAD

On and after SEPTEMBER 13, 1868, Trains arrive at and depart from the Depot, corner of Washington and Liberty streets, as follows:

Arrive.		Depart.	
Mail Train	1.15 a m	Day Express	2.25 a m
Fast Line	3.40 a m	Wall's No. 1	6.30 a m
Wall's No. 1	6.20 a m	Mail Train	7.00 a m
Derry Ac	7.50 a m	Cincinnati Ex	11.40 a m
Wall's No. 2	11.50 a m	Wall's No. 2	11.50 a m
Cincinnati Ex	2.10 p m	Johnstown Ac	3.05 p m
Johnstown Ac	3.05 p m	Braddock's No. 2	4.00 p m
Baltimore Ex	4.30 p m	Philia. Exp	4.50 p m
Philia. Exp	4.50 p m	Wall's Ac No. 3	5.10 p m
Wall's No. 3	5.15 p m	Wall's Ac No. 4	6.15 p m
Braddock's No. 1	6.00 p m	Fast Line	7.30 p m
Wall's No. 4	7.15 p m	Derry Ac	8.30 p m
Way Passen'r Ac. and Emig'nt'n	5.30 p m	Braddock's No. 2	10.50 p m
Braddock No. 2	12.40 a m		

The Cincinnati Train leave Wall's Station every Sunday at 9.15 a. m., reaching Pittsburgh at 10.05 a. m. Returning leave Pittsburgh at 12.50 p. m., and arrive at Wall's Station at 2.00 p. m.

Cincinnati Express leaves daily. All other Trains daily except Sunday.

For further information apply to

W. H. BECKWITH, Agent.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and that their responsibility to One Hundred Dollars in value. All baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Sup't., Altoona, Pa.

WESTERN PENNSYLVANIA RAILROAD—On and after SEPTEMBER 16, 1868, the Passenger Trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal Street Depot, Allegheny City, as follows:

Arrive.		Depart.	
Springdale Acc. No. 1	6.35 a m	Mail	7.00 a m
Freeport Ac No. 1	9.20 a m	Freep't Ac No. 1	9.05 a m
Springdale Acc. No. 2	10.10 a m	Springdale Acc. No. 2	11.50 a m
Ship'gAc. No. 1	1.10 p m	Express	2.20 p m
Freep't Ac No. 2	4.10 p m	Springdale Acc. No. 1	3.30 p m
Mail	6.30 p m	Freep't Ac No. 2	5.20 p m
Springdale Acc. No. 2	6.45 p m	Springdale Acc. No. 2	7.10 p m

Above Trains run daily except Sunday.

The Church Train leaves Allegheny Junction every Sunday at 7.40 A. M., reaching Allegheny City at 8.50 A. M. Returning, leave Allegheny City at 1.20 P. M., and arrive at Allegheny Junction at 2.15 P. M.

Commutation Tickets—For sale in packages of Twenty, between Allegheny City, Chestnut street, Derry, Bennett, Pine Creek, Etna and Sharpsburg, and good only on the Trains stopping at Stations specified on Tickets.

Trains leaving Allegheny City at 7.00 A. M. and 2.20 P. M. make direct connections at Freeport with Walker's Line of Stages for Butler and Hannahstown. Through Tickets, too, may be purchased at the office, No. 3 St. Clair street, near Suspension Bridge, Pittsburgh, and at the Depot, Allegheny City.

For further information apply to

JAMES LEFFERTS, Agent, Federal Street Depot, Allegheny City, Pa.

The Western Pennsylvania Railroad will not assume any risk for Baggage, except for Wearing Apparel, and that to the amount of One Hundred Dollars in value. All Baggage exceeding this amount in value, will be at the risk of the owner, unless taken by special contract.

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Trains leave Union Depot of Pennsylvania Railroad in Pittsburg, Daily except Sundays, as follows:

Leave Pittsburgh 11.50 A. m., 5.00 p. m., 7.40 p. m. and 2.35 a. m.

Arrive in Philadelphia 5.00 a. m., 10.00 a. m., 11.50 a. m. and 6.55 p. m.

Leave New York 9.00 a. m., 5.00 p. m., and 8.00 p. m.

Arrive in Pittsburgh 2.00 a. m., 9.20 a. m. and 1.40 p. m.

Leave New York for Pittsburgh, from Station CENTRAL RAILROAD OF NEW JERSEY, FOOT OF LIBERTY STREET,

At 9.00 a. m., 5.00 and 8.00 p. m.

Baggage checked to all points between Pittsburgh and New York.

H. P. BALDWIN, General Passenger Agent.

CHANGE OF TIME.

ALLEGHENY VALLEY RAILRO

On and after WEDNESDAY, 7.25 P. M., August 12, 1868, Trains Daily will leave Pittsburgh Station, corner Pike and Canal street, for Franklin Oil City, Buffalo and all points in the Oil Regions.

LEAVE PITTSBURGH.		ARRIVE IN PITTSBURGH	
Mail	8.05 a m	Mail	4.50 p m
Express	3.25 p m	Express	9.05 a m
Brady's Bd Ac	3.25 p m	Brady's Bd Ac	10.20 a m
Kit. Coal Ac	11.00 a m	Kit. Coal Ac	7.50 a m
No. 2 Works Accom	3.20 p m	No. 2 Works Accom	2.50 p m
Mixed Way	4.30 p m	Mixed Way	8.25 p m
Hulton Accom	6.20 a m	Hulton Accom	9.35 a m
		Armstrong Ac	6.20 p m

Church Train leaves Pittsburgh at 1.10 p. m. Arrives at Pittsburgh at 9.50 a. m.

Passengers taking Express Trains have but one change of cars between Pittsburgh, Buffalo and Oil Regions.

Mail and Express Trains stop only at Principal Points.

Mixed Way and Accommodation Train stop all Stations.

THOS. M. KING, Assistant Sup't.
W. FOSTER HOPE, Ticket Agent.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY. PAN HANDLE ROUTE.

CHANGE OF TIME.—On and after SUNDAY, September 13, 1868, Trains leave and arrive at Union Depot, Pittsburgh, as follows, Pittsburgh time:

	Depart.	Arrive.
Mail Express	2.20 a m	12.15 a m
Fast Line	9.43 a m	7.15 p m
Fast Express	1.00 p m	12.25 a m
Mixed Way	6.13 a m	6.38 p m
McDonald Ac. No. 1	11.43 a m	9.03 p m
Steubenville Accom'n	3.38 p m	2.05 p m
McDonald Ac. No. 2	5.25 p m	9.23 a m

☞ 2.38 p. m. Express will leave Daily. 3.00 a. m. Express will arrive Daily.

The 9.43 a. m. Train leaves daily, Sundays excepted, and has close connections at Newark for Zanesville and points on Sandusky, Mansfield and Newark Railroad.

S. F. SCULL, General Ticket Agent.

W. W. CARD, Supt., Steubenville.

PITTSBURGH AND CONNELLSVILLE R. R.

On and after THURSDAY, March 5, 1868, the Trains will leave the Depot, corner Grant and Water streets, as follows,

	DEPART.	ARRIVE.
Mail to and from Uniontown	7.00 a m	6.00 p m
Express to and from Uniontown	11.00 a m	2.00 p m
West Newton Accommodation	3.00 p m	10.00 a m
Braddock's Accommodation	4.30 p m	8.35 a m
Night Accommodation to Mc-Keesport	6.15 p m	7.55 p m
Sunday Church Train to and from West Newton	10.30 p m	6.40 a m
For Ticket apply to	1.00 p m	10.00 a m
	J. R. KING, Agent. WM. B. STOUT, Supt.	

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50 sacks Choice RANGOON RICE.
25 bbls Choice CAROLINA RICE.
75 bbls LONG ISLAND SYRUP.
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100 bbls N. O. MOLASSES.
50 bbls BERMUDA MOLASSES
200 bbls REFINED SUGAR.
75 hhds PORTO RICO, CUB. and DEMARAR SUGARS.
200 bags RIO COFFEE.
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